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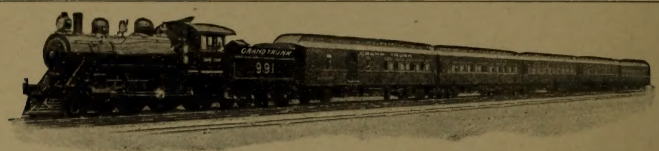

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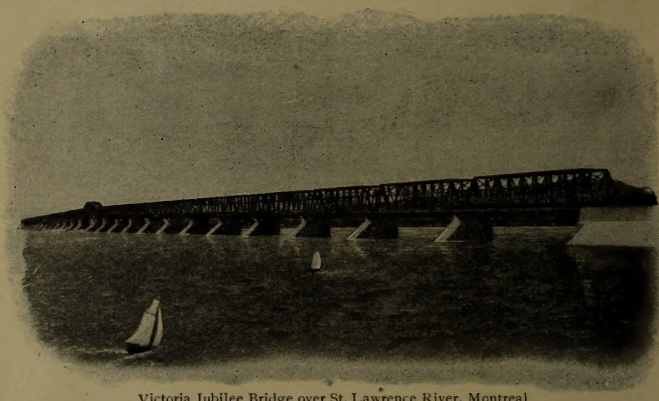

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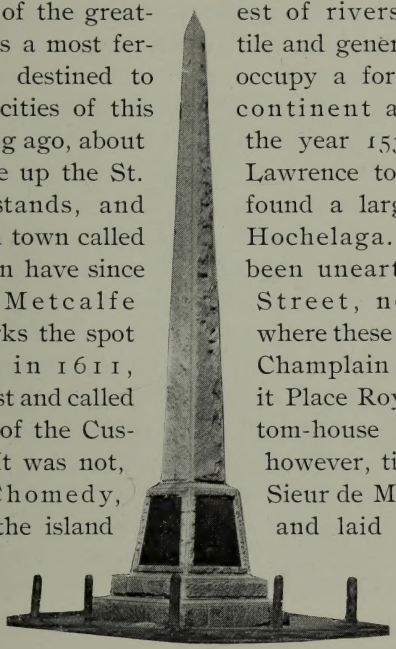
MONTREAL

Province of Quebec, Canada

MONTREAL, a city of some 350,000 souls, so named from the mountain between whose base and the mighty St. Lawrence the city lies, is the commercial metropolis and national port of the Dominion of Canada. Situated at the head of navigation of one of the greatest of rivers — a river which drains a most fertile and generous land — Montreal is destined to occupy a foremost rank among the cities of this continent and of the world. Long ago, about the year 1535, Jacques Cartier came up the St. Lawrence to where the city now stands, and found a large well-fortified Indian town called Hochelaga. Relics of this old town have since been unearthed and a tablet on Metcalfe Street, near Sherbrooke, marks the spot where these were found. Later on, in 1611, Champlain established a trading post and called it Place Royale; a tablet in front of the Custom-house now marks the spot. It was not, however, till 1642 that Paul de Chomedy, Sieur de Maisonneuve, landed on the island and laid the lasting foundation of the city. For almost a century and a quarter, Canada remained a French colony, and not till the Treaty of Paris in 1763, did Montreal become a British city. Since then, French and English have lived together, happily and prosperously side by side, each in the enjoyment of his own language and religion, both working strenuously for the development of Montreal as a national port, and a port which will eventually be second to none upon the continent.



Monument to Commemorate the Landing of Maisonneuve.

The early history of the United States is indelibly blended with that of Montreal, for it was from this city that many of the strong men of one, two and three

centuries ago went forth to discover, to govern, to trade and to convert. On St. Paul Street, just east of Place Royale, stood the birth place of Pierre and Jean-Baptiste Le Moyne, the men who discovered the mouth of the Mississippi river in 1699, founded New Orleans, and who were between them governors of Louisiana for forty-six years.

Between 1666 and 1668, Jacques Marquette, the great Jesuit missionary and discoverer, was a familiar figure in Ville-Marie, and he left the banks of the St. Lawrence on his voyage of discovery to the Mississippi. It was to Montreal that Sir William Johnson, of Johnson Hall on the Mohawk, came in 1760, and on the site of the present Bonsecours Market stood the residence occupied by his son, Sir John Johnson, Indian commissioner, and it was here that peace conferences were held with the great Indian chiefs Brant and Tecumseh.

At the corner of St. Peter and St. Paul streets, stood the residence of Robert Cavalier, Sieur de La Salle. It was in 1666 that La Salle came to Montreal to go, ten years later, on his voyage of discovery into the Northwest and thence down to the gulf of Mexico. On the lower road leading from Montreal to Lachine, can still be seen the remains of a fortified seigniorial chateau which tradition asserts was the home of La Salle in the year 1668.

Near the Place d'Armes, stood the house of Sieur du Luth, after whom the city of Duluth in Minnesota is named. On Notre Dame Street, just west of St. Lambert Hill, was the residence of La Mothe Cadillac, who left the then little French village, to proceed westward and found the now beautiful city of Detroit.

In the years which came after, such men as Washington, Irving, General Montgomery, Benjamin Franklin, Arnold, Chase, Carroll and John Jacob Astor followed one after the other to Montreal, each leaving a lasting imprint in the city's history.

A little tablet at the corner of Notre-Dame and St. John streets, with the following inscription : "Forretier House. Here General Montgomery resided during the winter of 1775-6" reminds us that the city was once in the hands of our southern neighbors. Sir Guy Carle-

ton — whose name will always be associated with the Quebec Act, 1774 — won back the city for us, and since then Montreal has stood secure, though again threatened during our troubles with the great republic to the south, in 1812-15. Its growth in population has been consistent. At the time of the cession to Great Britain, the city had only a population of some 3,000; at the beginning of last century this had increased to 12,000, and at the present time she boasts of some 350,000 inhabitants.

Situated on the island of Montreal, the largest of a group of islands formed by the confluence of the

Old Windmill on the Lower Lachine Road.

Ottawa with the St. Lawrence river, one thousand miles from the open sea, its position is picturesque to a degree. Behind is the beautifully-wooded Mount Royal, in front the majestic St. Lawrence, and in the distance the mountains of northern New York. The natural beauty of the site is more than matched by its practical importance as the head of ocean navigation; as the key to and from the great interior of the Dominion, as the spot whence all traffic upon the great waterway of the country must centre, Montreal can never lose its maritime and commercial supremacy.

Immediately to the west of the city, has been built

the Lachine canal, thus obviating the difficulties to navigation presented by the Lachine rapids. Through the canal freight vessels of all kinds pass to the east and west. The passenger steamers, however, "run the rapids," and this is a most exciting and indeed a never-to-be-forgotten experience. The navigation of these rapids is considered to be one of the most difficult feats of its kind in the world, and every summer thousands of tourists "shoot the rapids" on their way to Montreal, Quebec and the Saguenay.

The Lachine rapids were first run by a steamer in the summer of 1840, the vessel being the side-wheeler "Ontario," constructed by the Niagara Dock Foundry. The vessel was afterwards known as the "Lord Sydenham."

Not only is Montreal the key to the great waterways of Canada, but it is also the chief railway centre of the Dominion. The Grand Trunk Railway System and the Canadian Pacific Railway Company have their head-offices in the city.

The other railways centering here, are the Intercolonial, the Canada Atlantic and Parry Sound, the St. Lawrence and Adirondack, the New York Central, the Delaware and Hudson, the Central Vermont, and the Rutland railways.

To facilitate direct railway communication with the city, two magnificent bridges span the St. Lawrence and several connect the islands at the branches of the Ottawa river. The Victoria Jubilee Bridge, opened for traffic in 1860, by His Majesty King Edward VII, then Prince of Wales, was a tubular bridge with a single line of rails. Lately, however, it has been converted into a double-track steel open-girder bridge with carriage ways and foot walks on either side of the main trusses. It is a magnificent structure over two miles long, and brings its traffic directly into the city through Point St. Charles. The other bridge over the St. Lawrence belongs to the Canadian Pacific Railway, and crosses the river at the head of the Lachine rapids, striking the north shore a little below the village of Lachine, and about seven miles west of the city. This bridge is also one of the triumphs of engineering of the nineteenth century.

Ocean steamships carrying passengers and freight run direct between Montreal and Liverpool, London, Glasgow, Manchester, Belfast and other British ports; also to several Continental ports, such as Hamburg, Antwerp and Havre, and to the Mediterranean. In connection with the large ocean traffic, the following tablet found on the wall of the Canadian Rubber Company's works, on Notre Dame Street, records this interesting fact — "1829-1833. The Pioneer of Steam Navigation. On this site stood Bennet and Henderson's foundry, in which were erected the two engines designed and placed by John Bennet on the 'Royal William,' the first vessel to cross the Atlantic or any ocean, entirely propelled by steam."

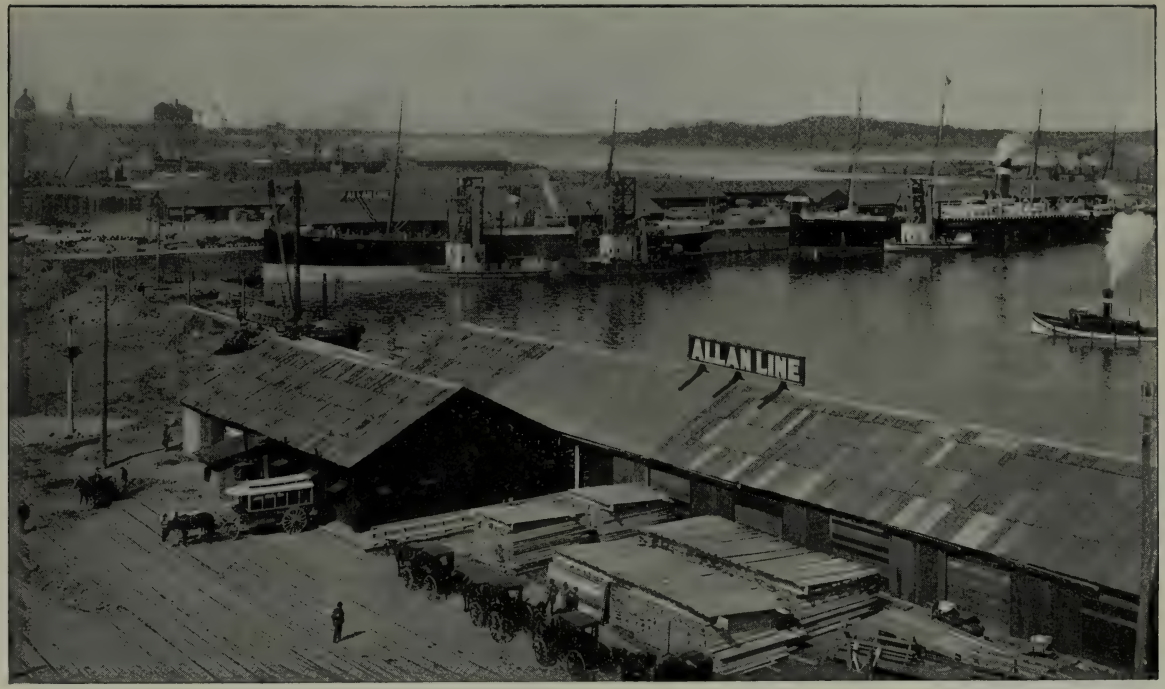
The Richelieu and Ontario Navigation Company practically control the passenger traffic on the St. Lawrence river below Montreal. They have magnificently equipped boats running between Niagara and Toronto, Toronto and Montreal, Montreal and Quebec, and Quebec and the Saguenay river. Steam communication between Montreal and Quebec dates as far back as 1809, when John Molson, the father of steam navigation on the St. Lawrence, launched the steamer "Accommodation" for Montreal and Quebec service, as shown by a tablet on the wall of Molson's brewery.

The harbour of Montreal is situated on the north side of the river St. Lawrence, and now affords a wharfage accommodation of almost seven miles along the river front. Before 1851, the largest ship coming to Montreal did not exceed six hundred tons, with a draught of not more than eleven feet. Since then, however, steady and energetic development of the ship-channel has been carried on, so that now we have a channel twenty-seven and a half feet deep at low water from here to Quebec, and one able to accommodate with safety the large ocean-going vessels. This work is by no means complete as yet, and the Government intends expending large sums of money in widening, deepening to thirty feet and buoying the channel. Several schemes have also been suggested for lighting the river so that ocean steamers will be able to navigate the channel during the night and thus save much valuable time. Wharfage facilities

have been constantly increased, new piers added, and the harbour deepened and improved. Most noticeable among these improvements are the guard-pier and revetment wall. The first is a huge embankment extending downward from a point near the Victoria Jubilee Bridge, and protecting all the upper part of the harbour from ice shoves. The second is a magnificent granite wall running along the river front and securely protecting the city from inundation. During the season of navigation, traffic passes to and from the wharves through openings in this wall which are shut at the close of navigation. Four and a half million dollars have already been spent, and it is estimated that at least six millions more will have been expended before improvements now in progress, and others in contemplation, are complete. In the past, the expense of the construction of the harbour has been met by money borrowed on bonds issued by the Harbour Commissioners. The interest is covered by wharfage charges and tolls levied on the goods passing over the wharves to and from the shipping. At this moment, however, it is the fervent hope of every business man in the community, that the Government will take over the debt of the harbour, and make this, our national port, a free port.

The following lines of steamships regularly run between Montreal and the various ports mentioned :

The Allan Line to Liverpool, London and Glasgow ; the Thomson Line to London, Newcastle, Leith, Dundee and Aberdeen ; the Donaldson Line to Glasgow ; the Lord Line to Cardiff ; the Manchester Line to Manchester ; the Elder-Dempster Line to London ; the Beaver Line to Liverpool ; the Dominion Line to Liverpool ; the Head Line to Dublin and Belfast ; the Ellerman Line to Antwerp ; the Furness Line to Antwerp ; the Franco-Canadian Line to Havre and the Mediterranean ; the Hamburg American Packet Company to Hamburg ; the Quebec Steamship Company to ports in the gulf of St. Lawrence ; the Dobell Line to ports in the gulf of St. Lawrence ; the St. Lawrence Steamship Company to ports in the gulf of St. Lawrence ; the Black Diamond Line to Sydney, C. B., and St. John's, Newfoundland.



The Harbor of Montreal, now undergoing Extensive Alterations.

The export trade of Montreal for several years has shown that this port is fast growing in public favor. The route by the St. Lawrence to the old country is the shortest, and with faster vessels, improved river channel and other facilities, will doubtless become the great highway between this and the European Continent. The passenger traffic over this route is showing a marked increase from year to year, and it is only a question of time when not only will this route be the chief highway between America and Europe, but also the road to Australia and the Far East. Montreal is the great export centre of the Continent for dairy produce; and last year the exports here exceeded those of New York by 10,272,000 lbs. of butter and 97,696,000 lbs. of cheese. The export trade in horses, hay, eggs, canned goods and flour, has also shown a marked increase, and the apple trade is a large and thriving industry.

The exports from the port of Montreal for the fiscal year ending June 30th, 1901, amounted to $59,708,000; the imports were $64,372,000, and the revenue collected $9,018,000.

The solidity and substance of the city immediately strikes the visitor to Montreal. Built chiefly of limestone, of which there is an inexhaustible supply at hand, its public and private buildings wear a look of stability, comfort and wealth. Many of its private residences, university buildings and churches are magnificent examples of architecture, and indeed the latter are so numerous and so imposing that Montreal has been called "the City of Churches."

One of the most important of these churches is the Roman Catholic parish church of Montreal. It is situated on Notre Dame Street, facing Place d'Armes Square. A massive and impressive structure, it has little pretensions to exterior beauty of architecture. The style is of a composite Gothic order, combining different varieties of a severe French design. The architect O'Donnell was a Protestant, but afterwards became a Catholic, and is buried in the vaults. Enormous sums of money have been expended on the church by its wealthy owners, the Seminary of St. Sulpice, who have made the interior infinitely more attractive than the exterior. The

vast auditorium holding ten thousand people, is ordinarily filled only at great church festivals.

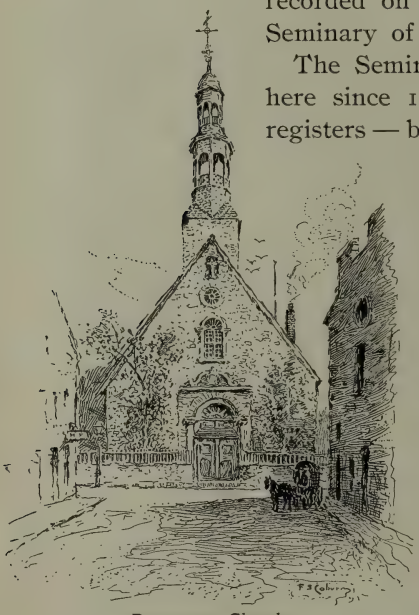
The baptistery which is seen to the right of the entrance has exquisitely stained-glass windows. Here

Notre Dame Church.

also is the small picture of the Black Virgin, which tradition ascribes to the brush of St. Luke. Under this is conspicuous the beautiful wood carving representing the entombment of Christ. On a pillar near the altar stands a small statue of Pope Pius IX, and devotees

praying here are promised an indulgence of one hundred days from purgatory. Opposite this is the bronze statue of St. Peter, whose toe is kissed by the faithful as in Rome. The Grand Altar is a piece of artistic work, while the Lady Chapel in the rear of the building is the delight of all visitors. Richly carved and gorgeously ornamented, it is considered a gem of its kind. The magnificent organ is reputed to be the finest on the Continent.

The towers are 228 feet high. In the western tower, from the top of which a fine view is obtained, is hung the great bell, *Le Gros Bourdon*, the largest in America, weighing 24,780 pounds. The bell was cast in London, in 1846, and was at that time the largest bell ever made in England. In the eastern tower are ten bells, which require eighteen men to ring them. This church is the successor of three different structures. The earliest, built of bark, was within the original fort. This was replaced in 1656 by what was really the first parish church, on the north corner of St. Sulpice and St. Paul streets, where a tablet marks its site. The next was built in the middle of Notre Dame Street. This is recorded on a tablet on the wall of the Seminary of St. Sulpice



Bonsecours Church.

The Seminary adjoins the church, and here since 1710 have been kept all the registers — baptismal and others — of the city. Here also is found a vast wealth of historic treasure. The building including the old stone wall on the Notre Dame street side, have seen practically no change since erected, nearly two hundred years ago. The fleur-de-lys, the quaint old-time clock, with its little bells which tinkle off the quarters and hours, are all relics of old French occupation.

The following interesting tablets contain a great deal

of important history in brief space. "The Seminary of St. Sulpice founded at Paris by Monsieur Jacques Olier, 1641 ; established at Ville-Marie 1657, Monsieur Gabriel de Queylus, Superior, Seigneurs of the Island of Montreal, 1663."

"François Dollier de Casson, first historian of Montreal, Captain under Marshal de Turenne, then priest of St. Sulpice during 35 years. He died in 1701, Curé of the Parish."

St. James Cathedral (Roman Catholic).

St. James Cathedral (Roman Catholic) is situated on Dorchester Street, at the eastern side of Dominion Square. Designed to exceed in size and magnificence all other ecclesiastical buildings on this continent, it is built on the model of St. Peter's at Rome. The foundations were commenced in 1870, and the structure is hardly completed as yet.

It is built in the form of a cross, 330 feet long and 222 feet wide, and the masonry work of the great dome is carried to the height of 138 feet above the floor. This dome is the great feature of the building, and is seen from all parts of the city. It is 70 feet in diameter at its base, and the summit is 210 feet from the floor of the church. The exterior height of the dome to the top of the cross, is 250 feet.

The palace of the Roman Catholic Archbishop of Montreal adjoins the cathedral to the south.

The church of Notre Dame de Bonsecours, situated on St. Paul Street, at the east end of Bonsecours Market, is historically, perhaps, the most important of Montreal's churches. It was named Bonsecours to commemorate the many escapes of the colony from destruction by the Iroquois Indians. It was the first stone church in Montreal. The foundations were laid about 1657, by the celebrated Sister Bourgeois, who intended to found here the nunnery of the Congregation. Meeting with difficulties, however, she went to France, whence she returned the following year to establish her nunnery on Notre Dame Street. Later on, however, she was induced to complete the church, and accordingly, in June, 1673, the chief memorial stones were laid with solemn religious ceremony, and the church was opened for worship in August, 1675. It was destroyed by fire in 1754, but rebuilt on the original stone foundations in 1771-73. It has been considerably altered of late years, but there still remains of the old church the inward sloping walls, a famous old image of the Virgin, and some paintings and altars.

The church of the Gesu, on Bleury Street, is a favorite resort of visitors on account of the beauty of its frescoes, and the exquisite music of its choral services.

Christ Church Cathedral (Anglican), situated on the north side of St. Catherine Street, between University Street and Union Avenue, is the Episcopal parish church of Montreal. It is architecturally the finest church edifice in the city, and is an excellent specimen of the decorated Gothic style. It was built in 1859, under the régime of Bishop Fulford, a marble bust of whom stands in the left transept, and to whose memory there is erected in the church yard a fine monument similar to the Martyrs' Memorial in Oxford. The cathedral is built of grey limestone, faced with yellow Caen sandstone, and decorated with carved Mediæval gargoyles, corbels, pinnacles and other ornaments. The spire, built entirely of stone, the only one of the kind in Canada, is 211 feet high. The interior of the church, with its massive and richly carved pillars and fine stained-

glass windows, is well worth inspection. Behind the cathedral is the Rectory and Bishop's palace, which are known as "Bishop's Court," and adjoining the rectory is the Synod Hall.

St. George's Church is one of the important city churches. It is situated immediately opposite the head offices of the Canadian Pacific Railway Company, on Dominion Square. The services of the Church of England are rendered here by a male choir. The organ, a memorial gift from a member of the congregation, is a magnificent instrument.

Christ Church Cathedral (Anglican).

The church of St. James the Apostle, situated on St. Catherine Street, at the corner of Bishop Street, is another of the chief Episcopal churches of the city. Great attention is devoted to the choir of this church, which numbers sixty voices, and amongst whom are found the best solo voices available. Oratorios are occasionally given in the church, and the magnificent organ is aided at such times by an orchestra.

St. Gabriel's, the first Protestant church in the city, was built by the Scotch Presbyterians in 1792. The building makes no pretensions to architectural beauty, but it is a plain, substantial edifice with a seating capacity of 750. Its bell was the first in Canada to

summon Protestants to worship. Before securing their own building, the congregation was kindly accommodated by the Recollet Fathers with the use of the Recollet Church. In 1886, this congregation removed to their new church on St. Catherine Street, but the old building may still be seen at the east end of St. James Street, where it is now used as a Government store.

The Presbyterians have about twenty churches in Montreal, some of them handsome architectural structures built by wealthy congregations; notably, St. Paul's, Knox, Crescent Street, and the American Presbyterian church, all on Dorchester Street; St. Andrew's, on Beaver Hall Hill; and Erskine Church, on Sherbrooke Street.

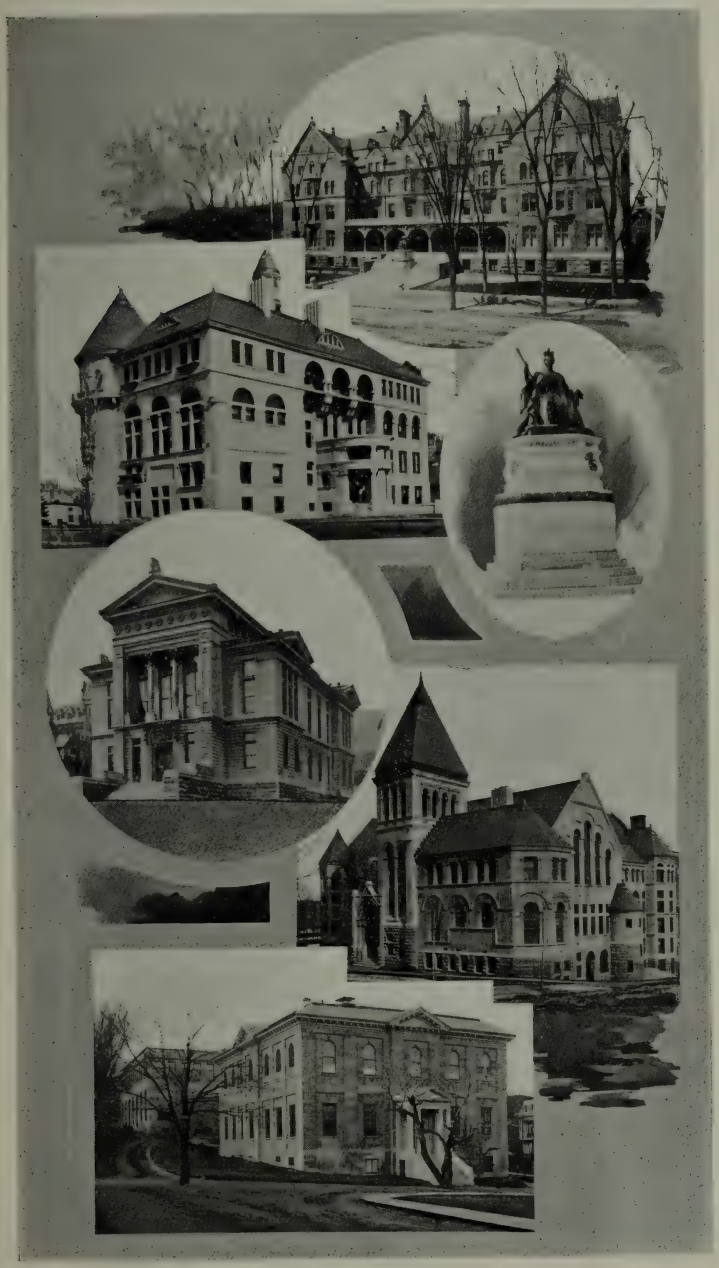
St. James Methodist Church, on St. Catherine Street, is one of the largest Protestant churches in the city.

The various Protestant denominations are well represented in Montreal, and strangers will always find a hearty welcome in any of the city churches.

McGill University grounds lie at the foot of the slope of Mount Royal. From the gate on Sherbrooke Street, a broad avenue lined on each side by a double row of fine trees, divides the campus. On the left are the cricket and foot-ball grounds, the cinder-path for running and cycling, the library and the museums. On the right, is the remainder of the campus with grass and cinder lawn-tennis courts, above which stand the new Physics Building, the Chemistry and Mining Building, and the Engineering Building and workshops. At the head of the avenue on the terrace stand the old buildings—the home of the Faculty of Arts, the Molson Hall, the biological laboratories, the lecture rooms of the Faculty, and the offices of the administration; while to the rear on the right, are the buildings of the Medical School.

Close to the grounds, are situated the Royal Victoria College (for the Donalda Department), the building of the Faculty of Comparative Medicine and Veterinary Science, the Gymnasium, and the four affiliated theological colleges, Diocesan, Presbyterian, Wesleyan and Congregational.

The Royal Institution for the Advancement of Learning in Lower Canada — incorporated by royal charter



A Few of the Buildings of McGill University.

Royal Victoria College.

Engineering Building. Statue of Queen Victoria.

Redpath Museum. Redpath Library.

Medical Building.

in 1821 — received, by the will of the Honorable James McGill, his estate of Burnside with £10,000 — in trust — to found and endow a college which should bear his name. Possession of the property was obtained in 1828. Under the administration of the late Sir J. William Dawson, F.R.S., C.M.G., the college began an onward march of progress, placing her in the front rank of universities on this Continent.

McGill has no State endowment, but is supported by the liberality of the citizens of Montreal. From the steps of the old McGill home, can be seen successively the buildings associated with the names of the merchant princes of the city : Molson, Redpath, McDonald and Strathcona. The modern buildings are magnificent in their architecture and unrivalled in their equipment. The princely munificence of Sir William McDonald has erected and endowed the Physics Building and the Chemistry Laboratories. It is said by experts that these are unsurpassed not only on this continent, but in the world. In 1886, Lord Strathcona and Mount Royal, Chancellor of the University, endowed the Royal Victoria College for the instruction of women in the arts course. In addition to the endowment of one million dollars, he built the college at a cost of three million dollars. The Faculty of Medicine has reached a very high point of development, and has secured for itself a Continental reputation. It was founded in 1822 as the Montreal Medical Institution, and recognized as a Faculty of McGill in 1829. The main building was provided by the governors in 1873.

The Redpath Museum contains large collections of specimens, and the Redpath Library is a picturesque building in the Romanesque style of architecture. In athletics, the clubs of McGill have for years held a proud position, and her track team has been for a long period without a peer in Canada.

Laval University is situated on St. Denis Street, one of the chief thoroughfares of the eastern part of the city. It is a handsome building in modern Renaissance style, with a frontage of one hundred and ninety feet. Laval University was founded in 1852 at Quebec, by the Seminary of that city, who gave it the name

of the founder, François de Montmorency-Laval. In 1854, the directors of the institution obtained from the British government a royal charter, conferring all the rights and privileges of a university, so that instruction in arts and other faculties might be carried on.

In 1878, upon request of the Archbishop of Montreal, the authorities at Rome decided to establish a branch of the university at Montreal.

It receives its degrees from the university council of Quebec, but it possesses a complete government and administration of its own here. It has four faculties :

Laval University.

theology, law, medicine and arts, and two affiliated schools — the Technical School and the School of Comparative Medicine and Veterinary Science.

The French language is used in all the faculties, save theology, in which Latin is the teaching medium. The faculty of Theology is conducted by the Grand Seminary in the spacious building adjoining the College of Montreal, at the foot of the mountain, on Sherbrooke Street. The students of theology come from all parts of Canada and the United States, and many of them, after completing their course here, take their degrees at Rome, where the Seminary of St. Sulpice have opened a college for Canadians.

Fine libraries, lecture rooms, laboratories and medical equipment for the other faculties, are found in the building on St. Denis Street.

The Technical School was founded in 1874, and annexed to Laval in 1887. It is endowed by the Government of Quebec, and corresponds to the faculty of Applied Science in other universities. This school is now carried on in a building on St. Catherine Street. A more commodious and better-equipped establishment will shortly be constructed on St. James Square.

The School of Comparative Medicine and Veterinary Science has existed since 1886, and it is under the control of the Minister of Agriculture of the Province, from which it receives an endowment. Clinical instruction is given at the school on Craig Street.

The corporation of Laval consists of the Archbishop of Montreal, as president, the other bishops of the ecclesiastical province, delegates from affiliated colleges and seminaries, and representatives of the faculties and graduates. The vice-rector of Laval (Quebec) is the principal of the institution here.

While the university now holds an important position in the system of education in the province of Quebec, yet the development and improvements planned will doubtless very greatly increase its importance and add to its prestige.

The generous benefactions lately received from the Seminary of St. Sulpice, the late Senator J. O. Villeneuve, the late Joel Leduc and Madame Paul Lussier, have materially improved the financial position of the university.

The College of Montreal, or *Petit Séminaire*, is the junior branch of the Seminary of St. Sulpice. The first buildings were erected by the Seminary, near McGill Street, at a cost of ten thousand pounds sterling. These were very commodious and handsome, capable of accommodating one hundred and sixty resident pupils, besides professors and tutors. The increase of the commerce of the city created a demand for sites for warehouses and factories, and caused many churches, public institutions and private residences to be removed to other parts of the extending city. In this way, the college was trans-

Towers in the Grounds of Montreal College, Sherbrooke Street, probably the Oldest Structures in Montreal, dating back some 250 years.

ferred to its present quarters on Sherbrooke Street, to the west of Guy Street. The buildings are very extensive, and accommodate about four hundred and fifty pupils.

Behind the college, farther up the hill, stands the old country house of the Seminary; and still farther up is the handsome structure built as the headquarters of the order. The village of the Indian converts stood in a walled enclosure to the east. The two towers which remain standing in an excellent state of preservation, formed originally a portion of the wall. One of the old towers was used, in early times, as a chapel for the Indian mission, and the other as a school. A tablet on the chapel tower bears this inscription, "Here rest the mortal remains of François Thoronhiongo, Huron; baptized by the Reverend Père de Brébeuf. He was, by his piety and by his probity, the example of the Christians and the admiration of the unbelievers; he died, aged about 100 years, the 21st April, 1690." This Père de Brébeuf, along with Père Lalemant, was tortured to death by the Iroquois with every cruelty devisable.

The school held in the other tower, had at one time a

very famous native teacher. She was called "the Schoolmistress of the Mountain," and was of great repute for sanctity. A memorial is erected to her memory, "Here rest the mortal remains of Marie-Thérèse Gannensagouas of the congregation of Notre Dame. After having held for 13 years the office of schoolmistress at the mountain, she died in reputation of great virtue, aged 28 years, the 25th November, 1695."

Above the door of the western wing is the legend, "*Hic Evangelibantur Indi*" — "Here the Indians were evangelized." Two tablets are seen on the wall on Sherbrooke Street: the one to the west stating that the Indian mission was founded in 1677, and recording some facts about the towers, the other to the east marking the position of General Amherst's army at the time of the surrender of the town to Britain.

There are many large public institutions in Montreal, offering interest to strangers visiting the city. The hospitals bear witness to the benevolence of the citizens; and the equipment and character of these institutions show that Canada is in the front rank of surgical and medical science. Most notable among them, is the Montreal General Hospital, situated towards the eastern end of Dorchester Street. Its establishment has an interesting history. After the war of 1815, a very large number of emigrants came to Canada, many of whom were poor and unable to reach their destinations. To assist them, the Ladies' Benevolent Society in Montreal was formed. So great was the interest aroused that, in 1818, a fund of twelve hundred pounds sterling was raised to relieve the sick and poor among the emigrants. Medical aid was given by Dr. Blackwood, a retired army surgeon, and others offered to give their professional assistance, provided a house could be obtained where the sick poor could be properly attended. A small house of four apartments was hired, and a quantity of barrack bedding was secured from the Government. After a time, a larger house on Craig Street was taken and fitted up with the necessary furniture. In this building, there were three wards, capable of accommodating twenty-four patients. Directors were chosen and medical men engaged, and in May, 1819, the patients were removed

Entrance to the Seminary of St. Sulpice.

St. Patrick's Church. Chapel of the Grey Nuns.

Hôtel-Dieu.

from the old House of Recovery to these premises which were called the Montreal General Hospital.

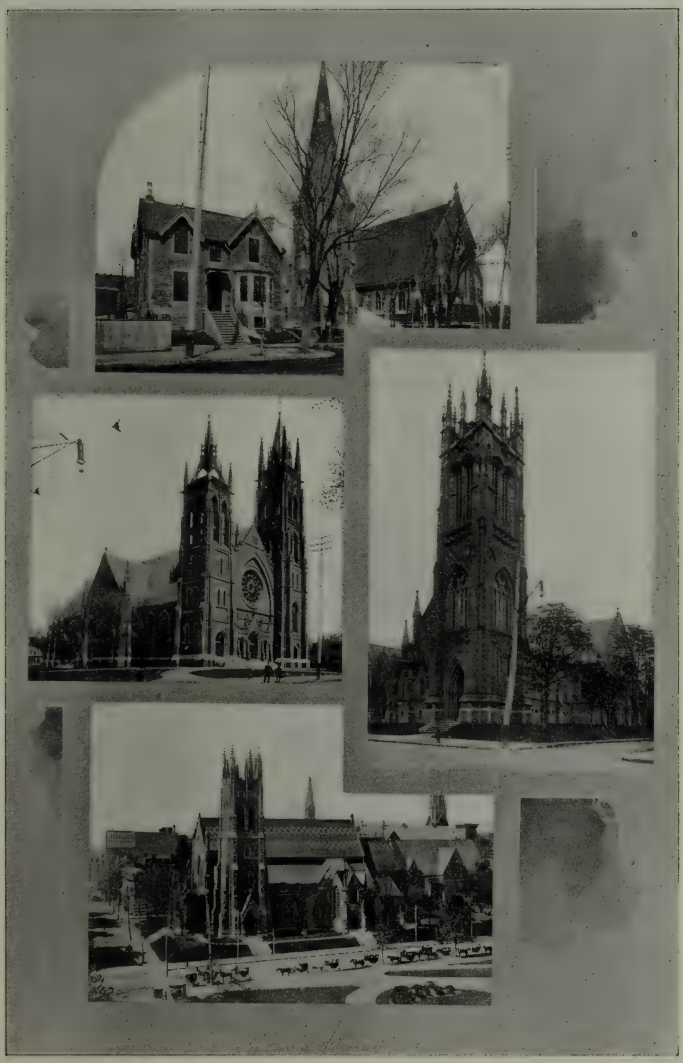
A piece of land was purchased in 1820, and in June, 1821, the foundation stone of the present structure was laid with Masonic honors. During its first year, 421 patients were admitted, and 397 outdoor patients treated. Since then, numerous and important additions and alterations have been made to increase its efficiency and accommodation. The daily average of indoor patients is now about two hundred, and of outdoor seven hundred. The institution is supported entirely by voluntary contribution from the community; and it extends relief to all, irrespective of creed or nationality.

The Royal Victoria Hospital was founded in the year 1887, in commemoration of the jubilee of Her Majesty the late Queen Victoria. The founders, Lord Mount Stephen and Lord Strathcona, each contributed one million dollars for its erection, equipment and endowment. It was opened, for the reception of the sick poor of all races and creeds, on the 2nd January, 1894. There are 225 beds in the hospital, and the average number of daily patients is 195, besides large numbers receiving outdoor relief. It is the finest hospital building in the city, and its wards are built on the most approved plan.

The equipment of its operating theatre and surgical outdoor department, is second to none upon the continent. Beautifully situated on the side of the mountain, its healthy position greatly assists the work of the efficient doctors and nurses within its wards. The grounds contain twenty-four acres, of which eleven acres were given by the founders, and thirteen acres by the city of Montreal. These grounds are tastefully laid out, and afford pleasant retreats for the convalescent patients.

The Hôtel-Dieu St. Joseph de Ville Marie is the oldest and largest of the Roman Catholic hospitals in the city. It is situated on Pine Avenue, on land given by Benoit and Gabriel Basset. The original building, however, stood on St. Paul Street, near Place Royale. It was founded in 1644, by M^lle^ Mance. On her arrival in Canada, she found the town in a miserable condition. There were only a handful of inhabitants, and the Colonization Company of the Island was on the verge of

bankruptcy. She at once came to the aid of M. de Maisonneuve and his town by giving him twenty-two thousand livres of some money which had been entrusted to her by Madame de Bouillon. In exchange, she received a hundred acres of cleared land from the domain of the seigneurs. With the money, M. de Maisonneuve



Church of St. James the Apostle (Anglican).
St. James Methodist Church. St. Paul's Church (Presbyterian).
St. George's Church (Anglican).

enrolled a hundred new colonists, provisioned and armed them, thus increasing the population of the town and giving it a new vitality. The hundred acres received are within the limits of the present city, and yield a large revenue.

The first building erected for the use of M^lle^ Mance and her servants, was very small, and had only two apartments for patients. It was, however, largely added to long before its removal to its present commodious premises. Soon after its establishment, M^lle^ Mance arranged to have the Sisters of St. Joseph come and take care of the hospital.

The following tablet : "Hôtel-Dieu de Ville Marie, founded in 1644 by Jeanne Mance. Transferred in 1861 to this land given by Benoit et Gabriel Basset. Removal of the remains of Jeanne Mance and 178 nuns, 1861" records the occupation of the present site. Jeanne Mance forms the subject of one of the groups at the base of the statue on Place d'Armes. She is represented as tying up a child's cut finger.

There are now 230 beds in the public wards of the hospital, and 28 private rooms for paying patients and sick priests. About twenty-five hundred patients are treated every year, of whom 98 per cent. are Roman Catholics. The institution takes care of orphans as well.

The order of nuns of the Hôtel-Dieu, is known as "The Black Nuns." Those who take the full vows never leave the premises.

The Notre Dame Hospital, situated on Notre Dame Street, close to the Canadian Pacific Railway Depot at Place Viger, and established in 1880, is a smaller institution than the others already referred to. It is managed by Roman Catholics, but its doors are open to all of whatever creed or race.

The Grey Nunnery, so called from the dress of its community, is situated on Dorchester Street, to the west of Guy Street. It originally stood, however, near the foot of McGill Street, where the remains of its building may still be seen. It was founded in 1692, when Louis XIV. of France had granted, by letters patent to the bishop of Quebec, the governor and their successors, power to establish general hospitals and other

Royal Victoria Hospital.
Western General Hospital. Notre Dame Hospital.
Grey Nuns' Asylum.
Montreal General Hospital.

similar institutions for the relief of the sick and aged poor in different parts of the country. Accordingly, several citizens of Montreal, headed by M. Charron, determined to devote their time and fortunes to the establishment of such an hospital in their own city. In this, they were encouraged by the priests of the Seminary, who gave them grants of money and land free from rent or seigniorial dues. The objects of the institution were to provide an asylum for lame, superannuated and infirm persons; and a refuge for orphan children. These were to be employed in work suitable to their ages, put in the way of learning some trade, and to receive such an education as would enable them to become valuable members of the community.

Under M. Charron, the institution was for a time very prosperous. The revenues from all sources were small, however, and soon the institution had to restrict the number of admissions. The property was later re-transferred to the seigneurs of the Seminary, and was afterwards given by them to Madame d'Youville and her associates, who had for some time previously been carrying on successfully similar work on a small scale in another part of the city. These ladies had adopted rules for their mutual government, bound themselves by vows as religious recluses, and devoted their time and resources to the service of the poor, with Madame d'Youville as the recognized superioress of the community.

In 1765, a fire destroyed the greater part of the buildings, and over the gateway of the new building was placed the inscription, "Hôpital général des Sœurs Grises. Fondé en 1755. Mon père et ma mère m'ont abandonné, mais le Seigneur m'a recueilli. Ps. 26." Some years after the fire, Madame d'Youville purchased with her own private means, the island of Chateauguay, and later on the whole seigniory of Chateauguay, for the benefit of the institution.

In 1870, the present vast structure was built. In this new building, there are 320 rooms. The religious devotees number over one hundred sisters and one hundred novices. A large number of inmates, sick, maimed, infirm, aged, insane and orphans, find an asylum here.

In a corner of the grounds, is a red cross which

marks a murderer's grave. For the killing of an old man and his wife, for their money, this murderer, Belisle by name, was arrested, tried, convicted and condemned "to torture, ordinary and extraordinary, and then to have his arms, legs, thighs and ribs broken alive on a scaffold to be erected in the market-place of this city, then put on a rack, his face towards the sky, to be left to die." This terrible sentence was carried out, and the mutilated body buried in Guy Street, near where the red cross stands.

Montreal has many pleasure grounds, and its parks and squares are laid out with good taste. There are

Drive in the Mountain Park, near the Reservoir.

three large public parks: Mount Royal, St. Helen's Island and Logan Park, recently called Parc La Fontaine.

Mount Royal is an ideal crown for a city. It is neither so high as to be inaccessible, nor so low as to be insignificant. Rising directly behind the city, it is covered to the summit with beautiful trees, under whose grateful foliage thousands find a cool and quiet spot near, and yet so far from the busy hum of the city. In its quiet nooks and beside its pleasant drives, the wild flower mingles with the fern, and all nature seems to extend a welcome to the visitor. From the summit, may be had a most enchanting panoramic view of the valleys of the St. Lawrence and Ottawa rivers, and of the island itself. Carriage ways and foot paths lead

to all the points of vantage ; these having been built most artistically on plans furnished by Mr. F. L. Olmstead, designer of Central Park, New York.

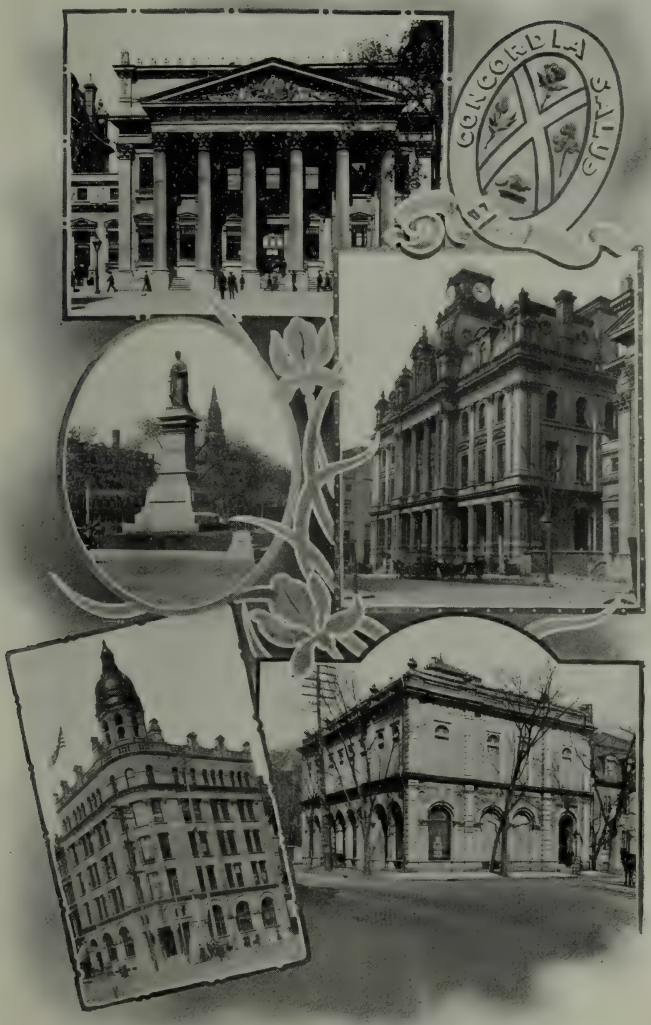
The mountain elevator from Park Avenue, gives an easy means of ascent, while foot-paths up its sloping sides, afford pleasant exercise to the man athletic. Unquestionably, the finest view is obtained from the "Look-out." Far below stretches the city, down to the river and out for miles on either hand. At one's feet, lies the Royal Victoria Hospital, the high-level reservoir and the general city reservoir ; while to the west of these are the grounds and residence of the late Sir Hugh Allan, the founder of the Allan Steamship Line. Near by, is the monumental pillar over the grave of Simon McTavish, one of the chief partners of the Northwest Company in the beginning of last century.

Up the river, a glimpse is had of the famous Lachine rapids, while on the farther side stretches a fine fertile plain from which rise the singular peaks of Montarville, St. Bruno, Belœil, Rougemont, Yamaska and Mount Johnson. In the dim distances on the southern horizon, are the Adirondack and Green mountains.

Mount Royal, along with the six peaks just named, is of volcanic origin. The crater of Mount Royal is on the top of the hill, and there is a prophecy that one day it will become active, and bury Montreal in its ashes. From the Observatory, can be seen to the north the lake of the Two Mountains, with the various branches of the Ottawa by which it pours its waters into the St. Lawrence, and beyond that the Laurentian mountains, the oldest hills known to geology.

Mount Royal is about nine hundred feet above the sea, and seven hundred and forty feet above the river. The portion set apart as the park, contains 464 acres.

On the other side of the mountain from the city, are the cemeteries. These lie in delightful hollows, and are most tastefully laid out. The carriage drive to the entrance of the Protestant cemetery, winds round the base from the top of Park Avenue. The entrance gateway is a Gothic structure, and within, the superintendent's house is seen on the right, and the chapel on the left. Between the roads leading up the hill,



Bank of Montreal.
Monument to Queen Victoria in Victoria Square.
Bank of Toronto (U. S. Consulate).
Post-Office.
Art Gallery.

are several lovely lawns, filled with flower-beds, glowing with colour. To the south of the superintendent's house, are the winter vaults, and behind the chapel are several green and hot-houses for the preservation and cultivation of flowers and plants.

Near the gate, is the Hebrew cemetery, curiously attractive from its Chaldaic letters and antique shapes.

Alongside of the Protestant cemetery to the south, on another face of the mountain slope, lies the Roman Catholic cemetery. It can be reached from the top of the mountain, but the chief entrance is on the Côte des Neiges road, which is a continuation of Guy Street over the mountain. Here, the Patriots' monument is raised to commemorate those who fell in the rebellion of 1837. Here is also the monument to Frs. Guibord, whose remains were for a long time refused burial in consecrated ground, on account of his being a member of the Institut Canadien.

The park on the island of St. Helen, containing 128 acres, was granted by the Government to the city, in 1874. Refreshment rooms have been provided, and there are merry-go-rounds and other amusements for the young. In its groves and shaded walks, pleasant shelter is afforded in the hot days of summer, while an open swimming-bath at the lower end of the island, gives opportunity for a pleasant plunge in the cool waters of the St. Lawrence. The island lies in the river, about a mile from the city, and is reached in summer by a steam ferry which plies to and fro constantly. It was named by Champlain after his wife Hélène Bouilli, and bought by him with her dowry. Under the early British regime, the island was made a garrison ; and the officers of the regiments stationed there, made it a gay place for the city belles and youths. A portion is still reserved for military purposes. The old fort is extremely well preserved, as is also an ancient wooden blockhouse situated on the crown of the hill. It was upon St. Helen's Island that Chevalier de Lévis, commanding the last French army in Canada, burned his flags (September 8, 1760), rather than surrender them to General Amherst who took the city.

La Fontaine Park, formerly called Logan's Farm,

containing 84½ acres, lies at the east end of Sherbrooke Street, and was but recently acquired by the city. The western half which consists for the most part of a deep hollow, is being tastefully laid out in terraces ; and when completed will be a charming spot. The eastern end is used for baseball and other games.

Of the public squares reserved as refreshing resting places in the midst of the city, Dominion Square is the largest and most beautiful. It is divided into two

Young Men's Christian Association Building.

parts by Dorchester Street, and is very tastefully laid out with shade trees and flower beds. To the east, is the building of the Young Men's Christian Association, constructed of brick with facings of grey stone in the style of Queen Anne. The interior is handsomely fitted up, and thoroughly equipped with reading-room, gymnasium, lecture halls and all modern conveniences, and is well worth a visit. On the west side, is Peel Street, at the south end of which is the Windsor Hotel. On the southern part of the square, is the statue of the late

Sir John Macdonald and two cannons taken from the Russians in the Crimean war. To the east of this portion, stands St. James Cathedral, and to the west are St. George's Episcopal and the Dominion Methodist churches, and at the southwest corner is seen the new Canadian Pacific Railway depot and general offices.

Phillips Square lies a short distance eastward on St. Catherine Street. The Art Gallery, on the east side, will well repay a visit.

At No. 4 Phillips Square, the Woman's Art Association have a permanent exhibit of typical home arts and handicrafts. These include specimens of rare Indian work (notably a fine collection of mocassins of the various Indian tribes), and also real "homespuns" from the looms of the habitants.

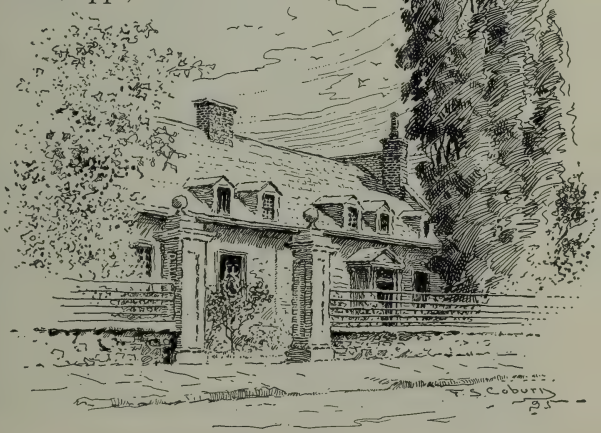
Southwards, at the foot of Beaver Hall Hill, is Victoria Square. On the way down, are passed on the right St. Andrew's Presbyterian and the Reformed Episcopal churches, on the left the Unitarian church, on which is the tablet, "Here stood Beaver Hall, built 1800, burnt 1848, mansion of Joseph Frobisher, one of the founders of the Northwest Company, which made Montreal for years the fur-trading centre of America."

Victoria Square is divided by Craig Street. The north portion is level and is laid out in flower beds and grass plots intersected by paths with a fountain in the centre. The southern portion slopes upward on the Notre Dame ridge, and is similarly arranged. At the upper end stands the beautiful bronze statue of Queen Victoria, from which the square is named.

Eastward along St. James Street, is the Place d'Armes. In the centre, stands the bronze statue of de Maisonneuve, above a granite pedestal on which is inscribed, "Paul de Chomedy de Maisonneuve, founder of Montreal, 1642." There are four bas-reliefs on the pedestal, representing (1) the founding of Ville-Marie; (2) Maisonneuve killing the Indian chief; (3) the death of Lambert Closse; and (4) the death of Dollard. Four full-sized figures stand at the corners: an Indian, a soldier, a colonist with his dog, and Jeanne Mance tying up a child's wounded hand. This statue is by Hébert, a Canadian, and is one of the finest pieces of

sculpture on the continent. Notre Dame Church and the Seminary of St. Sulpice stand on the south side, while on the opposite side of the square is the Imperial Insurance Building, on the wall of which are two tablets. "Near this square, afterwards named La Place d'Armes, the founders of Ville-Marie first encountered the Iroquois, whom they defeated, Chomedy de Maisonneuve killing the chief with his own hand, 30th March, 1644." "This building is erected on part of the original concession made to Urbain Tessier named Lavigne, this being the second lot granted to an individual on the Island of Montreal." To the west is the Bank of Montreal, the oldest bank in Canada, organized in 1817. It is a fine specimen of Corinthian architecture. On the wall, is the tablet, "The stone fortifications of Ville-Marie extended from Dalhousie Square through this site to McGill Street, thence south to Commissioners Street and along the latter to the before-mentioned square. Begun 1721 by Chaussegros de Léry, demolished 1817." To the west of the bank, is the massive building of the General Post-Office. In this square, the French laid down their arms to the British under General Amherst, in 1760. On a house at the southeast corner of the square, is another tablet, "Here lived, in 1675, Daniel de Grésolon, sieur Duluth, one of the explorers of the Upper Mississippi, after whom the city of Duluth was named."

Further east, is the Champ de Mars. It is situated on the slope from Craig Street up to Notre Dame Street, at the east end of St.



Chateau de Ramezay.

James Street. Here the British regiments stationed in the city, paraded, and it is still used as a parade ground by our volunteers. On Craig Street, opposite, is the Drill Hall, capable of holding fifteen thousand people. At the top of the ridge, are the massive buildings of the Court House, the City Hall and the Provincial Government House, which was formerly the residence of the Honorable Peter McGill who was, in 1840, the first British mayor of Montreal. In the Court House, are held the principal courts for the district of Montreal. Here was the old Jesuit monastery which was successively used as military quarters, gaol and court house. The present building was erected in 1856. Two tablets here are interesting, "The Père Charlevoix, historian of La Nouvelle France, 1725." "Here stood the church, chapel and residence of the Jesuit Fathers. Built 1692, occupied as military headquarters 1800. Burnt 1803. Charlevoix and Lafitau, among others, sojourned here. On the square in front, four Iroquois suffered death by fire, in reprisal, by order of Frontenac, 1696." Here stood also the town pillory. The City Hall is a large and handsome building with a striking tower and heavy corner turrets, and cost in the neighborhood of $525,000. On the wall, is the tablet, "To Jacques Cartier, celebrated navigator of St. Malo. Discovered Canada and named the St. Lawrence, 1534-1535."

In front, on the river slope of the ridge, is Jacques Cartier Square, at the upper end of which stands Nelson's Monument. This tall column surmounted by a statue of Lord Nelson, was erected by public subscription in 1809. The square is used as an open market. The district round the square is the oldest in the city, few of the houses being less than a hundred years old, and many of them in the old French style. In a house to the east, lived the Honorable James McGill; on it, is a tablet, "The residence of the Honorable James McGill, founder of McGill University, 1744-1813."

Adjoining this, is the famous Chateau de Ramezay. It is now a museum containing many interesting relics of former times. Two tablets on its walls set forth its history, "Chateau de Ramezay. Built about 1705

City Hall.
Nelson's Column
Court-House.

by Claude de Ramezay, governor of Montreal, 1703. Headquarters of La Compagnie des Indes, 1745. Official residence of the British governors after the cession. Headquarters of the American army, 1775; of the Special Council, 1837." "In 1775, this chateau was the headquarters of the American Brigadier-General Wooster, and here in 1776, under General Benedict Arnold, the Commissioners of Congress, Benjamin Franklin, Samuel Chase and Charles Carroll of Carrolton, held council." Here Franklin set up his printing press and printed "The Gazette," which still continues as a Montreal daily paper. In the council room, Lord Elgin signed the Rebellion Losses Bill, after the rebellion of 1837. So distasteful to the people was this measure, that His Lordship was pelted with stones and rotten eggs. The riots consequent upon the passing of this bill, led to the removal of the seat of government to Ottawa, then known as By-Town.

A few rods west of the Chateau de Ramezay, on Notre Dame Street, is a tall warehouse which bears on its peaked gable the date 1793. It was in this building that the early business years of the first American John Jacob Astor were spent.

On the east side of St. Jean Baptiste Street, between Notre Dame and St. Paul streets, is possibly the oldest building now existing in the city. Used as a chemical factory at present, the structure of massive stone, was erected about 1680 by a trader named Hubert dit Lacroix. The building with its handsome arches, carved wood mantel-pieces, quaint stairway and elaborate fireplace in the basement, remains as originally constructed over three hundred years ago.

Place Viger is situated on Craig Street, some distance to the east of the Champ de Mars. It was named after Commander Viger, the first mayor of the city. It is very beautiful in summer with its fine trees and lovely flower beds. The chief French residential quarter lies to the north, up St. Denis and the neighboring streets. Opposite the square, on Craig Street, stands the Canadian Pacific Depot and magnificent Place Viger Hotel. This is a handsome building of red sandstone, and, like the Frontenac at Quebec and other hotels of

the Canadian Pacific Railway, affords first-class accommodation to the tourist.

Ten years ago, the depot was situated to the south on Notre Dame Street, and was known as Dalhousie Square Depot.

The ancient fortifications of the city, of which relics here and there are still to be seen—notably at the Champ de Mars—extended from Dalhousie Square on the east to McGill Street on the west. On the north, a bastioned stone wall ran along what is now Fortification Lane, while the water front was also fortified. There were

Windsor Station, Canadian Pacific Railway.

a half-dozen gates, great and small, leading from the city. At the corner of Notre Dame and McGill streets, is the following tablet : "Récollets' Gate. By this gate, Amherst took possession, 8th September, 1760. General Hull, U. S. Army, 25 officers, 350 men, entered prisoners of war, 20th September, 1812."

St. Louis Square, situated to the west of St. Denis Street, above Sherbrooke Street, is one of the most delightful in the city. In the centre is a large pond, which formed part of the old reservoir of the city. Around are handsomely-built houses of cut stone. To the east, is the Aberdeen School, one of the largest

and best-equipped of the schools of the Protestant School Commissioners.

These squares reserved in the various districts of the city, have a total area of 47¼ acres ; and along with the public parks, have an estimated value of $7,238,500.

The water supply of the city is good. Powerful engines raise the water of the river to two reservoirs on the side of the mountain.

The city is as regularly laid out in streets as the configuration of the land would permit. The streets cross one another at right angles. There are in all 182 miles of streets in the city. Of these, 41 are covered by the electric car lines of the Montreal Street Railway Company who give an admirable service and make communication with any part of the city easy and speedy.

The Bonsecours Market, situated on the water front near Jacques Cartier Square, is one of the city sights on a market day, presenting as it does the unique scenes of French provincial life. Thither flock, on Tuesdays and Fridays, the country habitants with their little carts and homespun clothing. Amid the jabber of Norman patois, and a preposterous haggling worthy of Italy, over the *trente sous*, the *neuf francs*, or the *un cen*, one catches glimpses, through the jostling crowds, of piles of wooden shoes, of brilliant stripes of native rag-carpet, of home-made chairs, or olive-wood rosaries, and metal charms exposed for sale ; and at Easter tide the display of enormous oxen, decorated with paper roses, green, yellow and red, delight the hearts of the children and peasants. The lover of human nature will find ample opportunity for the study of character in an early morning's walk through the motley throng.

The building is a massive one, and is surmounted by a dome. The upper part was formerly the city hall. Here was the site of the palace of the French Intendents, and many houses of the French period are still to be found in this neighbourhood.

There are thirty-four chartered banks in Canada with an authorized capital of $76,000,000 and a paid-up capital of $68,000,000. Montreal being the great commercial centre of the Dominion, has the head-offices of a number of the banks and branches of all the most

important of these financial institutions. The following occupy their own premises : the Bank of Montreal, the Merchants Bank of Canada, the Bank of British North America, the Molsons Bank, the Bank of Toronto and La Banque Provinciale. The Bank of Montreal is numbered among the great banks of the world.

Club Canadien.

St. James Club.
Mount Royal Club.

The Fish and Game, and Where to Find Them

By William Henry Drummond, author of "The Habitant"

Montreal may be considered as the gateway to the Gods which Kipling describes so well, and what lover of the wilderness can disregard the summons when the "red gods" call?

Montreal then is the place where the angler or hunter rests for a moment to look over his sporting tools and satisfy himself that rod, gun and rifle are in readiness for the fray. Where shall the visiting and particularly the transient unattached-to-any-club sportsman, find, within easy distance of the Canadian metropolis, field, forest, stream and lake waiting for the rod or gun which he carries with him whenever he goes abroad?

In the waters lying among the ancient Laurentian hills north of Montreal, and reached by railway in an hour or two, can be obtained some of the best speckled trout, bass, grey trout and other game fishing in the world, while the forests of this region are the haunt of numberless red deer, black bear, ruffled grouse and many other varieties of fur and feather dear to the Nimrod's heart.

This territory, known as the Ste. Agathe region, was only brought into rail communication with the outer world a few years ago, and therefore is still in a state of comparative primeval solitude. The scenery of this locality, for hundreds of square miles, is beyond comparison, and beside which the American Adirondacks pale into insignificance. In the Laurentides, are as yet no large areas occupied by clusters of summer hotels crowded with city guests ping-ponging into the early hours of the morning; only the occasional modest but comfortable hostelry presided over by Jean-Baptiste and his *bonne femme*.

Sixty-five miles from Montreal, and at the highest altitude of the Laurentides, is situated the village of Ste. Agathe des Monts, and within a radius of seven or eight miles from this point, are no less than thirty-three lakes, nearly all of which contain speckled trout; while seven miles from Ste. Agathe and putting up at Ste. Lucie, the fisherman may try his luck in the

waters of twenty lakes lying in close proximity to each other. St. Faustin, a picturesque village in the same district, is another favorite spot for the lover of the gentle art, and here are to be found fifteen or more well-stocked lakes, the principal being Lakes Paquette, Platte, Caché, Français, De Cair, De Cordon, Superior, Au Poil, and Longue. Black Creek and Bully River also contain trout, affording a pleasant change from the still

The New Offices of the Grand Trunk Railway.

water of the lakes to the surging current of the stream. St. Faustin is also the starting point for the almost *terra incognita* known as the Devil's river country — the main river itself, strangely enough, is devoid of red trout, but the shores are well stocked with Virginia deer and other game peculiar to the locality, while the neighbouring lakes yield in great abundance, red trout running up to four and five pounds in weight.

St. Jovite, eight miles further north, is another charmingly-situated lake centre; and a short distance

beyond St. Jovite, we come to Lac Tremblant, the largest body of water in the district. Here are found the grey trout or namaycush which love to dwell far below the surface of the waters, and which require to be "trolled" for with a heavy "sinker" at a great depth. However, these fish are well worth the trouble, for, besides frequently attaining the weight of from ten to thirty pounds, they are also among the most deliciously edible of the species. Mont Tremblant, or Trembling Mountain, rising to a height of 2400 feet, stands facing us! A great rocky monster whose face is shaggy, whiskered with spruce and pine, and to those who fancy mountain climbing, presents a very enticing picture, for the view from the summit is one of the wildest that can be imagined: hundreds of miles of forest stretching out in every direction, with here and there a silver bar of lake or stream to relieve the dark green of the primeval woods. A veritable enchanted mountain is Mont Tremblant, for no one has yet satisfactorily explained the cause of the tremors which frequently seize this huge titanic mass.

The terminus of the Ste. Agathe road is at Labelle, one hundred miles from Montreal. Situated on the Rivière Rouge, Labelle is within easy distance of lakes and streams swarming in most cases with speckled and grey trout, as well as small-mouthed black bass so much sought after by American anglers.

The writer has particularized the Ste. Agathe region for the reason that the transient visiting sportsman will find in this territory every possible convenience, such as rapid and easy communication, good hotels and stopping places, excellent native guides and fish and game unlimited. Yet there are other localities treading close behind, and it is safe to say there is no part of rural Quebec where the angler and sportsman cannot pursue his cherished avocation in the proper season and with satisfactory results. But life under canvas in the wilds, and a week or two spent canoeing among the lakes and streams of the Laurentides, is after all, to the true worshipper of nature, far more preferable than "putting up" at a crowded tourist resort and "sallying forth" every morning for a lazy easy-going day with the

game of the district. However, Quebec can cater to all degrees of sporting instinct, and it becomes a simple matter of "paying your money and taking your choice."

The lower Ottawa between the cities of Montreal and Ottawa, is well worthy of mention, for within an hour's ride from the former city, Vaudreuil, Hudson and Rigaud, are points where good bass, pickerel, pike and maski-

The Basilica. Monument to Champlain on Dufferin Terrace.
The Chateau Frontenac. View from Dufferin Terrace.

Quebec.

nongé fishing can be had, and the Eastern Townships counties distant from Montreal a few hours' ride, contain here and there waters capable of yielding large revenue to those who understand the piscatorial art. Brome Lake, near Knowlton, however, holds the record for giant bass, and it is no extraordinary feat for even an amateur to capture in this beautiful water black bass weighing from four to six or seven pounds. Good boats and guides may always be had at Knowlton, and the village is well provided with hotel accommodation. In Lake Memphremagog which lies partly in Vermont and partly in the province of Quebec, are found grey trout and pickerel, affording fine sport with the troll or by side-fishing with minnows, and this lake is reached from either Magog Station or North Hatley.

Lake Megantic, 175 miles from Montreal, is another well-known water with many tributaries attached, where fly-fishing for speckled trout can be indulged in to one's heart's content. Besides, the knowledge that the immense territory surrounding this lake shelters moose, cariboo, red deer and smaller game, will prove attractive to "the man behind the gun." The reader will readily understand that the information here given, is principally for the benefit of the sportsman who has only a few days to devote to his favorite pastime, for it is almost needless to add that within the limits of Quebec and the adjoining Provinces so-called "game districts," are more numerous than space will allow for description, and to the visitor who has time to spare, itineraries may be planned that will include all species of game peculiar to the country, from moose, cariboo, red deer and black bear, down to wild geese, brant, duck, snipe, woodcock, plover, grouse, etc., as well as the several varieties of fish mentioned. Salmon, however, must be, in most cases, specially provided for, as there are few waters containing this noble fish, which are not held in lease from the Provincial Government, and for those who desire to share in this sport, application for permits should be made to the Crown Lands Department of the Province.

Scenes on the line of the Canada Atlantic Railway.

OPEN SEASON—FISH AND GAME

PROVINCE OF QUEBEC

Caribou.—From the 1st of September to the 1st of February.

Deer and moose.—From the 1st of September to 1st January.

Deer and moose, counties of Ottawa and Pontiac.—From 1st October to 1st December.

It is forbidden to hunt, kill, or take, at any time, the young of caribou, deer, or moose, of one year of age or less. Also to hunt, kill or take at any time any cow moose or doe.

Beaver.—At any time after the 1st day of November, 1902.

Mink, otter, marten, pekan, fox, and lynx.—From the 1st of November to 1st of April.

Hare.—From 1st November to 1st of February.

Bear.—From 20th August to 1st of July.

Muskrat.—From 1st of April to 1st of May.

Woodcock, snipe, plover, curlew, tatler or sand-piper.—From 1st September to 1st of February.

Birch or spruce partridge.—From 1st of September to 15th December.

Widgeon, teal, wild duck of any kind.—From 1st of September to 1st of April.

Sheldrake, loons, gulls, eagles, falcons, hawks and other birds of the falconidæ are not protected.

It is forbidden to take nests or eggs of wild birds at any time of the year.

Line fishing, and rod and line fishing, are alone permitted in navigable waters, and the rod and line fishing only is permitted in the non-navigable waters of the Province of Quebec.

Any person not having his domicile in the province, who desires to fish therein, must, before beginning to fish, procure a special license to that effect from the Commissioner, or from any other person authorized for that purpose.

Fees for license for non-residents are as follows:

For one day or more, per day	$ 1.00
For one month	10.00
For two months	15.00
For three months	20.00

Bona fide active members of the clubs duly incorporated under the laws of the province, or licensees of the fishing territory, have no license to pay to fish in their territory.

The fishing rights do not give non-residents the privilege to hunt.

OPEN SEASON FOR FISH

Bass.—From 16th of June to 15th of April.

Maskinongé.—From 2nd of July to 25th May.

Pickerel (Doré).—From 16th of May to 15th of April.

Salmon.—From 2nd of February to 15th of August.

Speckled Trout.—From 1st of May to 1st of October.

Grey Trout, lake trout or lunge.—From 2nd of December to 15th of October.

White Fish.—From the 2nd of September to the 10th of November.

Ouananiche.—From 2nd of December to 15th of September.

The St. Lawrence Below Montreal

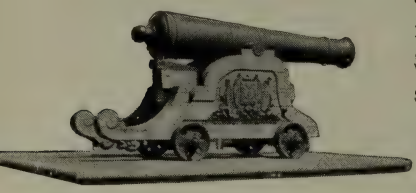
Boucherville, situated on the south shore of the St. Lawrence a few miles below Montreal, was, in the old French *régime*, known as Fort St. Louis. Here, on

Scene on the Route of the Intercolonial Railway.

May 20, 1668, Father Marquette, the discoverer of the Mississippi, baptized a baby Indian girl, and that baptism appears at the head of the first register of the parish. The original, in the hand of the famous Jesuit, is still to be seen in the parish church.

The Lower St. Lawrence, specially attractive to those seeking pleasant summer quarters and to the lovers of the rod and gun, is reached by the Intercolonial Railway, running down the south side of the river. On the way are passed St. Hyacinthe, a summer resort, and Drummondville, in whose neighborhood good trout fishing may be had. Thence the line runs through twenty-eight miles of forest abounding in deer and caribou. At Lévis the

river is reached, whence are seen the heights at Sillery, the Plains of Abraham, and Quebec itself. This city is beyond description. It is unique among the cities of the continent. To one coming from the busy West and South everything here is strange and new; for despite its commercial progress, the past and present seem inseparably interwoven. Quebec of to-day reminds one at every turn of the centuries dead and gone.



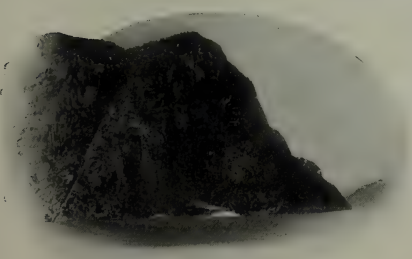
For hundreds of miles below the country is purely French-Canadian. The farms are long and narrow, with quaint cottages and low barns. Beyond this is the district of summer resorts, each with its own peculiar feature to commend it to the pleasure-seeker.

Rivière-du-Loup, besides being a favorite watering-place, is a centre from which various points on the river or in the forests can be easily reached. A railway runs inland here to Temiscouata Lake, where good fishing for tuladi and trout can be had. Steamers ply from Rivière-du-Loup to the watering-places on the north side of the St. Lawrence, Murray Bay, Tadousac, and the Saguenay River. One of the most remarkable of nature's works on the continent is this Saguenay River. As Bayard Taylor says, "It is a natural chasm, like that of the Jordan Valley and the Dead Sea, cleft for sixty miles through the heart of a mountain wilderness." Those who have been so fortunate as to go up the Saguenay on a fine moonlight night will carry away impressions, grand and solemn, which succeeding years will do little to efface. Cape Trinity and Cape Eternity do indeed stand like giants that sentinel an enchanted land.

Cacouna is one of the most popular places on the river, and affords very fair hotel accommodation. Bic is, perhaps, the prettiest spot on the south shore, and has often been called the Switzerland of Canada. Rimouski and Little Metis are farther down the river, and about this point the railway strikes inland to the beautiful valley of the Metapedia, so justly famous for its salmon rivers. Below this lies the home of the moose, the deer

and the caribou. Here also are the rivers Restigouche, Mipisquit and Miramichi, abounding in salmon and trout. At Moncton is to be seen the wonderful tidal-bore on the Petticodiac River. Here a branch of the railway runs to St. John, and another branch to Point-du-Chene, whence Prince Edward Island can be reached by boat. This beautiful island can also be reached by rail to Pictou and thence by boat to Charlottetown, the capital. The main line of railway ends at Halifax, well known as one of the military and naval depots of the British Empire. From Truro, on this line, a branch runs to Cape Breton Island, and through the Island to Sydney. This Island has lately risen into importance through its rich coal-fields. Here are also many charming summer resorts, such as Baddeck, on the Bras d'Or lakes.

The Canadian Pacific Railway, with ten thousand miles of track spanning the continent and forming a network of rails over nearly every province of the Dominion, places in close touch with one another all the great commercial centres, and brings many delightful summer resorts within easy reach, whether they be at the seaside, in the mountains, on the prairies, in the forests, or along the incomparable waterways of the country. It leads to the haunts of game, and to the lakes and streams where modern Isaak Waltons find their favorite pastime. Eastward from Montreal the "Short Line" runs through the well-cultivated farms of southern Quebec to the game lands and fishing waters of Maine and New Brunswick, and to the favorite resorts on the Atlantic coast. Another branch runs along the north shore of the St. Lawrence to the picturesque region of the St. Maurice River, and thence to that most interesting of all the cities on the continent — Quebec. Northerly its lines extend through the Laurentian Mountains — a land of lake, stream and forest, most tempting to the sportsman. Westerly they reach past the waters of Sharbot and Rideau and the lakes



Cape Eternity — Saguenay River.

near Peterborough to Toronto, and thence to Windsor, on the Detroit River, where it connects with the American system. From Toronto lines run south to Hamilton, Niagara Falls and Buffalo, and north-westerly to Owen Sound, on the Georgian Bay, whence the company's magnificent steamers sail through the great lakes to the sylvan retreats of the Soo and Fort William, at the western extremity of Lake Superior. Two lines, one on each side of the Ottawa River, connect Montreal and Ottawa. Uniting at the capital, the route is continued up the Ottawa Valley, passing the hunting region of the Temiskaming and Kippewa, skirting the rugged north shore of Lake Superior, traversing the wilds of wood, rock and rivulet, where lies the beautiful Lake of the Woods, with its thousand islands, and reaches Winnipeg, the gateway to the fertile prairies of the West. Thence across these prairies to the wonderful Rocky Mountains, and over these to the Pacific Ocean, in British Columbia.

Among the Rocky Mountains, with their lofty peaks, high glaciers, sequestered valleys, vast snow-fields, dark abyssmal cañons, and sparkling cascades, dropping as if from the very clouds, are delightful summer resorts, whose popularity increases as they become known. Banff, in the Canadian National Park, with its magnificent surroundings; the Lakes-in-the-Clouds, lovely water-stretches perched at high altitudes; Field, the portal to the Yoho Valley, a rare region of mighty waterfalls, deep chasms and vast ice-fields; the Great Glacier of the Selkirks, like a frozen Niagara; Revelstoke, on the Columbia River between the Selkirk and Gold ranges; Sicamous, on the fish-filled Shuswap lakes, which the keen sportsman leaves with regret, and North Bend, near the furious reaches of the wild Fraser River, are all most delightful resorts for health and pleasure.

Vancouver and Victoria are examples of the new and prosperous cities which young Canada, energetic and industrious, is building up in the fruitful West. From these ports ships sail to the Orient, Antipodes and the gold-fields of the Far North.

Thus the fairest and most picturesque regions of our fair land, where summer idling days can be enjoyably spent in restfulness, in recuperation or in recreation, are

brought within easy reach of all by this great Canadian railway.

Montreal is the headquarters of one of the oldest railroads, not only of America, but of the world. Railroading was in its infancy when, in 1851, the Grand Trunk Railway Company obtained its charter, and it was only two years later that the line from Montreal to Portland, Me., a distance of two hundred and ninety-seven miles, was opened—a remarkable record for those early days. This vigorous and progressive beginning was kept up, and the main line to Toronto was opened in 1856, and continued to Sarnia in 1858. The next great

Scene on the Route of the Intercolonial Railway.

step was the purchase of the Chicago and Port Huron line, which opened up communication from the great city on the lake to Montreal, and thence to the Atlantic Ocean at Portland. Further details of the progress of this huge corporation, interesting as they are, must be left, and it will be sufficient to say that the Grand Trunk System to-day has a mileage of four thousand one hundred and seventy-nine miles; that it covers with its iron network the States of Illinois and Michigan; that it touches every town of importance in the Provinces of Ontario and Quebec, and that the original section through Vermont, New Hampshire and Maine carries a yearly increasing number of pleasure-seekers to the seaside resorts of the Atlantic

coast. It receives inland water freight on lakes Huron, Michigan, Erie and Ontario; it taps both inland and ocean navigation at Montreal, and it meets the great ocean liners at Quebec and Portland.

Naturally a railroad system with such a mileage and with such varied connections offers a wide range of attraction to the tourist, every taste finding something to satisfy it. The vast expanse of inland seas, the varied beauty of wooded islands, the shimmering loveliness of lonely lakes, the foamy attraction of rapid streams, the charm of tree-clad hills, the grandeur of snow-capped mountains, and the awe-inspiring Niagara Falls, are all found along this line.

A trip to Montreal from the west, carries the traveller past four of the world's great triumphs of engineering skill. The St. Clair tunnel is really an iron tube, nineteen feet in diameter and nearly two miles long, through which the trains pass under the St. Clair river, here half a mile wide and forty feet deep. The International bridge crossing the Niagara river at Buffalo, is a vast and important piece of work. The single-arch double-track steel bridge at Niagara Falls, replaces the old suspension bridge which had a world-wide fame. The new bridge is not only a wonderful structure, but it harmonizes in a marvellous way with the natural scenery about. It was built without giving up the use of the old one. The span of the arch is 115 feet long and 226 feet above the river. At Montreal, is the Victoria Jubilee bridge. This has replaced the old tubular bridge; and while the work was in progress, it was so cleverly performed that no stoppage of traffic was necessary.

By taking any of the many branch lines at different points, lovely side-trips can be had, and splendid localities for fishing and shooting reached. Its lines into the northern part of Ontario, lead into the wonderful scenic region of Muskoka, a name already well-known among tourists and lovers of beautiful scenery. Here are lakes and streams, varied in character but uniform in beauty, which make a trip through this district a continual panorama of loveliness.

The yachting centres of the Richelieu and of Lake St. Louis where the international races are held, are

all reached by this line. Perhaps the most enjoyable of the outings in the vicinity of Montreal, is the trip down the Lachine rapids. Train connection is made at Lachine with the Ottawa River Navigation Company's steamer, and the rapids are reached in about twenty minutes. The experience is unique, and those who "shoot" the rapids for the first time experience the sensation of having come safely through some dangerous pass. This is considered to be one of the feats of navigation in the world.

Scene on the route of the Intercolonial Railway.

The rolling stock and roadbed of this company are in excellent condition, and everything is done for the comfort and convenience of their passengers. A palatial office building has just been constructed on McGill Street.

The Canada Atlantic Railway from Montreal to Ottawa and thence across to Parry Sound, carries the tourist to the southern border of the famous Algonquin National Park of Canada. This is a reserve of over two thousand square miles set apart by the Ontario government for all time to come, "for the benefit and enjoyment of the people." It lies between the Georgian

bay and the Ottawa river, south of Lake Nipissing. It is one of the most remarkable regions of lake and stream, primeval forest and rock, that can be found anywhere. It is a great game preserve, a fisherman's paradise, a source of water supply, a field for re-forestry operations and a natural sanitarium. No less than one thousand lakes make the reservation a veritable lakeland, if the expression may be used. The largest is Great Opeongo, and the highest is Caché Lake, which is 1837 feet above the sea level. On the shore of Opeongo, is the burial-place of the Algonquin Indians who formerly inhabited the district.

Nature intended a region so wooded and watered, to be the haunt of fish, birds, game and fur-bearing animals, and under the wise protection of the Ontario government, hundreds of strong colonies of beavers, otter, martin and mink are found within the protected limits. The lordly moose which is becoming scarce in Nova Scotia, New Brunswick and Maine, is rapidly multiplying here; and red deer are also found in large numbers. Fish are plentiful, and various kinds are cultivated in all the waters. Good portage roads have been made, and forty-eight shelter-huts have been built in various parts for the convenience of the rangers and the public. A map has been issued by the Government showing the canoe routes, portages and situation of the huts. Licenses to fish with rod and line only, and to make a tour through the park, may be had, without charge, on application to the superintendent, Mr. G. V. Bartlett, at Caché Lake, Mowat P. O., Ontario.

Tourists visiting Montreal can go by boat or rail to Quebec, and thence through the White Mountains of New Hampshire. The Quebec Central Railway is a favorite tourist route from Quebec to all points on the White Mountains. Leaving Lévis, a magnificent view is obtained of Quebec and the majestic River St. Lawrence. As the train follows the bank of the river for several miles, the traveller is enabled to see to advantage the Beauport slopes and the Falls of Montmorency. Presently the train is abreast of the Isle of Orleans, whose low shores, with their expanse of farmland and groves of pine and oak, are still as lovely as when the wild grape

festooned the primitive forests and Cartier named it "Isle Bacchus." The line runs past several typical Canadian villages and through the valley of the Chaudière River. Through this valley Benedict Arnold marched his army to Quebec one hundred and twenty-six years ago. The scene now hardly suggests the difficulties he had then to overcome. Thetford is famous for its asbestos mines. Black Lake Station receives its name from the beautiful lake lying deep among the hills far below the railway. The district abounds in lakes and streams, wild and romantic scenes, and boundless forests; here also are rich mines of asbestos, iron, marble and soapstone. At Dudswell a junction is made with the Maine Central Railway, a direct route to the heart of the White Mountains and the coast of Maine. Along the bank of the St. Francis River, through a rich farming district, then over a series of deep ravines, through which raging torrents run, and Sherbrooke is reached. Connection is made here with the Grand Trunk Railway for Portland, the Boston and Maine Railroad for Newport, Boston and New York, and the Canadian Pacific Railway for points east.

Who has not heard of the furore created among tourists and sportsmen by the opening up of the fascinating route to the far-famed Saguenay by way of Quebec and Lake St. John. The railway from Quebec to the lake crosses the Canadian Adirondacks for one hundred and ninety miles. The scenery on the way almost baffles description, with its ever-changing panorama of precipitous mountains towering overhead, of yawning chasms deep below, of scores of fish-laden lakes and miles of tumultuous river rapids which unfold themselves to view as the train follows the serpentine course of the new iron road that invades the wilderness-home of the bear, the moose, the caribou, the beaver, and the aboriginal Montagnais Indian. Here are ideal camping sites for the artist, the angler, and the hunter. Lake St. John is a vast inland sea, source of the Saguenay, and the home of the famous ouananiche or fresh-water salmon, the greatest game fish in existence. The anglers loudest in its praises are those who have crossed the Atlantic or come from the Southern States to give it fight in the

rapid waters of the great lake's discharge or in its mighty tributaries, some of which are over a mile wide at their mouths and hundreds of miles in length. Here the comfort and safety of the tourist or angler are looked after by the Indian guides, who pitch his tent, cook his meals and propel him with rapid yet easy gliding motion over seemingly endless waterways in the birch-bark canoe of which Longfellow has so musically sung in "Hiawatha." For those who do not wish to pitch their tent under the pine-tree in the forest, the hotel at Roberval provides every home-like comfort. From the lake the railway runs down to Chicoutimi, at the head of navigation of the Saguenay, where a steamer may be taken down the river. A chasm of one hundred miles long, cleft through the heart of the mountains—a dark, majestic, awe-inspiring river is the Saguenay. Great cliffs tower up either side, and, as the ship glides by, it would seem as though one could almost touch the overhanging rock. Tadousac, at the mouth of the river, is most picturesquely situated, and here excellent hotel accommodation can be had.

From this point to Quebec, the traveller will be able to enjoy the rugged beauty of the lower St. Lawrence. Murray Bay, the miracle-working shrine of *la bonne* Ste. Anne, the Montmorency falls and the lovely Isle d'Orléans, are all passed on the way up, and from the steamer's deck he will get that grandiose view of rock-girt Quebec which so enchanted the ancient French mariners.

The Great Northern Railway of Canada is a new line from Quebec westward along the base of the Laurentian mountains to Hawkesbury. It began operations two years ago, but last year it came into prominence through the loading of the SS. "Indian," of 11500 tons, with the largest cargo of grain and general merchandise ever taken by the St. Lawrence route. The contracts for direct traffic to London, Liverpool and Manchester for the present year, will increase more than three fold the trade of last year. This route from the great lakes, via Parry Sound, Canada Atlantic, and Great Northern railways to Quebec, is eight hundred miles shorter than by Buffalo and New York. It will be of enormous advantage to the pulp and paper industries of Hawkes-

Parliament Buildings from Sapper's Bridge. Monument to Queen Victoria.
Rideau Canal Locks. Parliament Buildings from Major's Hill Park.
Rideau Hall—Residence of the Governor General.

Ottawa.

bury, Lachute, Grand'Mère and Shawinigan, and will largely assist the commerce of Quebec. It will also shorten the distance, when the Montreal branch is completed, between Quebec and Montreal and Ottawa. The line passes through a sportman's paradise full of lakes and streams abounding in trout and other fish.

The river St. Maurice has a fall of 140 feet at Shawinigan. These falls, besides their grandeur, have an industrial value of at least one hundred thousand horsepower. On the opening of the branch, this will be brought within easy reach of Montreal, and a new route provided to Lake St. John and the Saguenay.

The following well-known fish and game clubs can be reached by this line : — Shawinigan Club, 24 miles north of Charette's Mill ; Winchester Club, 6 miles north of Charette's Mill ; Club des Souris, 18 miles north of Charette's Mill ; Laurentian Club, 9 miles north of Ste. Flore ; G. U. Weber Club House, 14 miles from Ste. Flore (private); Club Archange, 6 miles north of St. Tite ; Maskitsy Club, 12 miles north of Reed's Camp ; St. Bernard Fish and Game, 12 miles north of St. Paulin ; Mastigouche House, 30 miles north of Joliette ; St. Maurice Club, 6 miles from St. Tite.

The Ottawa river, known to the old voyageurs and early settlers as the Grand River, is upwards of six hundred miles long, and has twenty tributaries of large size, besides numerous smaller ones. Beautiful, wonderful, lovely, are not extravagant or ridiculous adjectives when used to express the delight of those who, for the first time, enjoy a trip on the steamers of the Ottawa River Navigation Company.

The Ottawa is broader, two hundred and eighty miles from its mouth than it is between Ottawa city and the lake of Two Mountains, and flows with such a strong and deep flood that the green waters of the St. Lawrence, for many miles beyond the confluence of the two rivers, are pressed against the southern shores.

Coming from the far North, from regions comparatively little known even at the present day, there is a certain mystery about this "Grand" river which awakens curiosity and engenders a spirit of romance, and, as we

ascend its current, the beautiful islands and the picturesque scenery of its banks command our admiration.

The Ottawa was the highway of the early French explorers, missionaries and fur-traders in their journeys from Montreal to the great lakes, Huron and Superior, and the far West. It was traversed by the red men as well as the *coureurs des bois*. It was ascended by Champlain—who was the first explorer—in 1613, on his voyage to discover what he had been led to suppose was the North Sea. During his voyage up the Ottawa, with two canoes, he experienced much hardship and many difficulties. Continually menaced by wandering bands of

Great Northern Railway Bridge at Hawkesbury.

Indians, he was at last forced to abandon his provisions, and to trust entirely to hunting and fishing to provide him with the necessaries of life. Champlain finally reached the country of the Nipissing nation, on the shores of Lake Nipissing, and, finding that the Ottawa as a route to the North Sea was a mistake, he resolved to return to Quebec, which he reached after great hardships and privations.

This trip by steamer, either "up the Ottawa" to the capital of the Dominion or "down the river" to Montreal, is one of the most beautiful and charming trips in Canada. The steamers are modern steel vessels, very fleet, and well adapted for day tourist travel, commodious and comfortably furnished, and the meals are nicely served.

The monastery of La Trappe, which is situated near the town of Oka, on the north shore of the Lake of Two Mountains, has about it an old-world flavor which attracts many visitors each summer. The colony came over from France in 1880, and received a large grant of land from the Provincial Government. Here these monks, in the dress and simple habits of the Middle Ages, have tilled the soil, until now the property is under a beautiful state of cultivation. At two o'clock each morning these silent men rise from their mattresses of straw, and occupy the day between devotional exercises and manual labor, until seven in the evening, when they again retire to their cells. Except on special occasions, the monks are not allowed to converse, even when at work in the fields ; a language composed of a few simple signs being sufficient for their needs. The products of the monastery, consisting of wines, butter, cheese, etc., are disposed of largely in Montreal. It is not unusual for business men and others who seek absolute quiet to repair to La Trappe for a few weeks.

The Ottawa river, dividing as it does the two Provinces of Ontario and Quebec, is specially interesting. From the steamer may be seen on the left bank the picturesque churches, monasteries, peaceful villages and seignorial establishments of French Canada, and on the opposite shore the newer and thriving villages and farmhouses situated in the Province of Ontario.

The lower Ottawa is replete with numerous and interesting historical subjects.

At the Chute à Blondeau — au pied du Long Sault — Dollard des Ormeaux and his brave Frenchmen perished in 1660 in their stand against the Iroquois.

The mountain back of the village of Oka is called Calvaire, and at intervals on the road to the summit are four chapels, while upon the summit are three more. These stations of the cross were built in 1733, and the chapels about 1740. They all contain extraordinary wood carvings, and indicate in many other ways their great age.

At St. Anne, where the Ottawa empties into the St. Lawrence, stands the house in which Tom Moore, the great Irish poet, resided in 1805. Here he wrote the "Canadian Boat Song," and the old house has seen no change from that day to this.

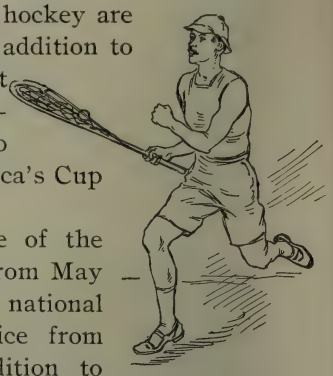
At Carillon (chime of bells), there is the greatest dam, perhaps, in the world. Below Carillon, the Indian village Lac des Deux Montagnes ; old fortified windmills and forts of the French regime ; the palatial residences of Montreal merchant princes at the numerous summer resorts on the shores of Lake of the Two Mountains, and Lake St. Louis and the plunge down the famous Lachine rapids, all combine to make the trip between Ottawa and Montreal, by boat, one of the most charming excursions in America.

Tom Moore House at Ste. Anne, near Montreal.

Fort Senneville, situated at the west end of the Island of Montreal, and still a well-preserved ruin, was constructed about 1710 by the Baron of Longueuil. It was originally a square fort with four flanking towers, aud was used as a trading post with the Iroquois Indians. The barony of Longueuil, the only hereditary feudal barony of Canada, began with Charles Le Moyne whose father came to Canada with Maisonneuve in 1642. The barony and seigniory extends from the St. Lawrence to the Richelieu rivers, and takes in a territory of about one hundred and fifty square miles. The old barons had a castle at Longueuil and a residence on St. Helen's Island. The ruins of the latter can still be recognized.

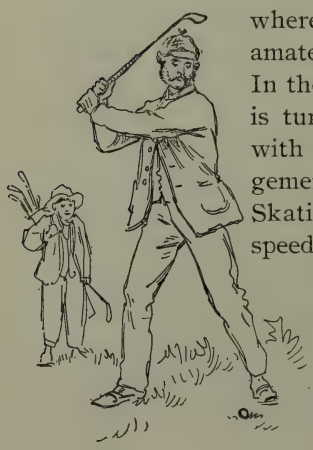
Montreal has much to offer in the way of recreation, being the sporting centre of the Dominion, and at all seasons of the year appropriate contests may be seen. In Montreal will be found pastimes peculiar to Canada,

and in no other city on the continent are these particular games played with such a degree of skill. This is borne out by the fact that trophies emblematic of the championship of the world in lacrosse and hockey are held by Montreal clubs, and, in addition to these, the Royal St. Lawrence Yacht Club holds the Seawanhaka International Challenge Cup, which is to twenty-five-footers what the America's Cup is to the gigantic ninety-footers.



Lacrosse is the national game of the country, and its seasons extends from May until October. Hockey is the national winter game, and is played on ice from December until March. In addition to these distinctly Canadian games, professional baseball, football (both Rugby and Association), cricket, golf, yachting, rowing and canoeing flourish, and all field-sports are well patronized. Horse-racing comes in for attention also. Ice-racing is a feature of winter sports; while for tobogganing and skating no city in the universe furnishes such opportunities.

Montreal is the home of three athletic associations—the Montreal Amateur Athletic Association, the Shamrock Amateur Athletic Association, and the National Amateur Athletic Association; the latter being the foremost French-Canadian club of the country. Each possesses well-equipped grounds. The Montreal Amateur Athletic Association has a splendid cinder-track, where, on alternate years, the Canadian amateur championships are contested. In the winter this immense athletic oval is turned into an open-air skating-rink, with a quarter-mile track. By an arrangement with the National Amateur Skating Association of America, the speed-skating championships of the continent take place on this track every second year.



At Queen's Park, in the south-western part of the city, is one of the finest wooden cycle-tracks in

America, and here, in 1899, were held the world's championships.

In small yacht racing, Montreal designers, builders and sailors hold an eminent position. Lake St. Louis is within easy access of the city, and affords a magnificent course for sailing. The home of the Royal St. Lawrence Yacht Club is at Dorval, and it is here that the Seawanhaka Cup is kept. This trophy of international fame was won from the Seawanhaka-Corinthian Yacht Club

Trappists at Dinner in their Monastery at Oka.

of New York, and has been successfully defended against American and English challengers since its arrival here.

Baseball, the great national game of the United States, vies with lacrosse for popularity in the city. Montreal is represented in the Eastern League, which is one of the most important after the National League. A fluttering pennant at the ball-park bears testimony to the fact that the local club at one time held the championship of the league. The ball-park is situated on St. Catherine street west, and the diamond is considered one of the best in America.

There are two golf clubs in Montreal—the Royal Montreal Club, which has an excellent eighteen-hole

course at Dixie; and the Metropolitan Club, which is in possession of a fine nine-hole natural course on the mountain-side.

Cross-country riding is extremely popular, and there are two hunt clubs which supply sport of this character. The Montreal Hunt and the Canadian Hunt are both flourishing organizations. The former is one of the oldest hunt clubs on the continent, standing second in point of age. The Canadian Hunt, while a younger organization, also possesses an excellent pack of hounds and many riders. The country about Montreal is particularly well adapted for fox-hunting.

Places of Interest in and about Montreal

Drive through Mount Royal Park and Cemeteries.
Drive to Lachine, out by upper and back by lower road.
Drive to Dorval.
Drive to Back River.
Drive over Victoria Jubilee Bridge.
Drive around the Mountain.
Drive to lower end of Island.
Ferry to St. Helen's Island.
Elevator to the Mountain top.
Dominion Square.
Victoria Square.
St. Louis Square.
La Fontaine Park.
Notre Dame Church.
Art Gallery.
McGill College and Grounds.
St. James Cathedral.
St. James Methodist Church.
City Hall and Court House.
Maisonneuve Monument.
Nelson's Column.
Lachine Rapids.
Royal Victoria Hospital.
Hôtel-Dieu.
Young Men's Christian Association Building.
General Hospital.
Grey Nunnery.
Church of the Gesu.
Christ Church Cathedral.
Bonsecours Market.
Drill Hall.
Chateau de Ramezay.
Harbour of Montreal.
Bank of Montreal.
Natural History Museum.
Montreal Hunt Club Kennels.
Canadian Hunt Club Kennels
Sir John A. Macdonald's Monument.
Notre Dame de Lourdes Chapel.
Ville Marie Convent.
Hochelaga Convent.
St. Vincent de Paul Asylum.
Montreal College.
Mont St. Louis College.
Laval University.
Insane Asylum, Verdun.
Notre Dame Hospital.
Old Windmill, Lachine Road.
Trappists' Monastery, Oka.
Longue Pointe Insane Asylum.
Seminary of St. Sulpice.
Old Towers, Sherbrooke Street.
Houses of the old French régime, in or near Jacques Cartier Square.

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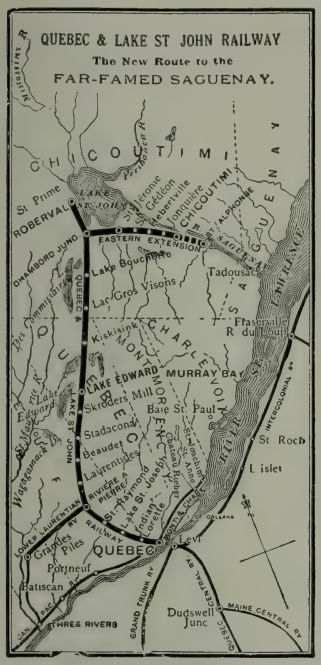

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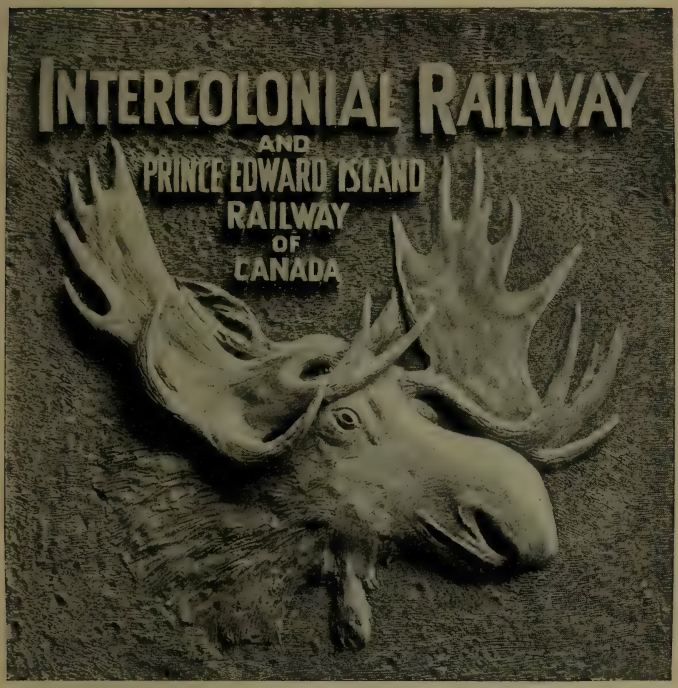

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